

# The American Observer

*A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends. — James Monroe*

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## Hitler Move Toward Near East Expected

**End of Balkan Campaign Clears Way for Drive on Turkey, Egypt, and Suez**

### TURKS PREPARE FOR WORST

**But Whether They Will Resist Nazi Pressure or Open Road to Iraq and Syria Is a Mystery**

With the collapse of Greece, last week, Hitler chalked up one more in an impressive series of victories over Britain and her allies. To be sure, matters did not turn out quite as badly as they might have for the British; Berlin itself has admitted that most of the British troops have been able to embark and sail away with most of their heavy mechanized equipment, as at Dunkirk, despite the lack of good ports and despite furious bombardments from the air.

But the important factor in these latest developments is that the Greek and Yugoslav armies have been crushed, the Balkan front has been smashed, and the British have been driven from their last foothold on the continent of Europe. In Australia, and in Britain itself there is considerable criticism of the manner in which the campaign was handled, and it is clear that the defeat has done nothing to improve morale. Some British forces are holding out still on Crete and a few other Greek islands, but the coasts and ports of Yugoslavia and Greece are now Hitler's, and so are a number of the islands in the northern part of the Aegean, including Lemnos, which is dangerously close to the Turkish Straits. Thus, he has forced open a big doorway looking out on the Mediterranean.

### New Campaign?

With Hitler, the end of one campaign at this time of the year usually presages the beginning of another. His invasion of Denmark and Norway last spring, for example, was but a prelude to the more important attack on Belgium, Holland, and France. And so, it is believed, his victory in the Balkans has cleared the way for a greater battle—a battle in which he may attempt to drive British troops, ships, and aircraft out of the Mediterranean and turn that entire sea into an Axis lake.

How, when, and where Hitler will strike next is, as it always is, a mystery. He may be ready next week, or next month, or next summer. There have been signs from Spain that he may shortly move against Gibraltar, with the idea of closing the western entrance first. The fact that the British government appointed Lord Gort, one of its leading generals, to command the Gibraltar defenses, last week, indicates that the British, too, feel an assault on Gibraltar may be imminent. Reports (also from London) that Hitler has already demanded that Turkey give him control of the Straits between the Mediterranean and Black Seas, however, indicate that trouble is likewise brewing in the eastern end of the Mediterranean. Many believe that Turkey will shortly be forced to choose between war and a German-dictated peace. But whatever the route or means he may use, Hitler will probably strive this year to reach Egypt and the Suez Canal, and drive the British from that region. A number of observers are already forecasting that the next great battle will be the battle of Egypt.

By itself, Egypt is of no great importance. (Concluded on page 6)



AMERICAN YOUTH — 1941

## Straight Thinking About War

BY WALTER E. MYER

It would be a fine thing if, in a time of crisis like the present, we could have real national unity; that is, if all the people should be in agreement upon national policies and if all might be working to the same end. In a democracy, however, that is impossible. There will always be disagreement. There will be conflicting opinions as to what the country should do, and it is right that these opinions should be expressed openly and freely. While, however, it is not to be expected that all the people will come to the same conclusions, it is highly desirable that all of them should, so far as possible, think clearly and realistically. Many people are doing that today. There are three fairly well defined points of view as to the course the nation should take with respect to the war. Two of them represent a hard-headed attempt to be reasonable and logical and realistic. The other represents wishful thinking, evasion, and a refusal to look facts in the face.

One section of opinion is that represented by Colonel Lindbergh. He takes the definite and clear-cut position that the safety of the United States does not depend upon the outcome of the war. He argues that if we refuse to take sides and keep on our side of the Atlantic, we can defend the Western Hemisphere even if Germany wins the war. He produces evidence to sustain his position and, on the basis of the assumption that we have no vital interest in the outcome, he argues that we should not risk becoming involved in the war by helping England. He contends, furthermore, that the United States and England could not win the war but that America alone can successfully defend the Western Hemisphere.

Opposed to this position are those who hold that the United States and England together can win the war but that England cannot win it alone; who hold further that a victory for Germany would be a calamity for the United States, that it would leave us alone against nearly all the rest of the world, that we would be encircled and eventually defeated and that our only hope of safety is to join with England and defeat Germany. Those who hold to this position insist that we should convoy our supplies across the Atlantic to England and that we should take such other steps as may seem necessary to insure German defeat.

The positions which have been described, though in conflict, are logical and each is based upon evidence. But there is a large body of opinion in America which does not hold definitely to either of these views. A recent Gallup poll indicates that 19 per cent of those who were polled are in favor of going to war against Germany now and 81 per cent are opposed to it. However, 68 per cent said they would favor going in if it appeared that there was no other way to defeat Germany and only 24 per cent said that they would oppose it under those circumstances. Forty-one per cent said that they now favored convoys to guard war shipments to Britain, but 71 per cent said they would favor convoys "if it appears certain that Britain will be defeated unless" (Concluded on page 6)

## Crisis Creates New Problems for Youth

**Educators Study Ways of Helping Young People to Adjust to Changing Conditions**

### RECOMMENDATIONS MADE

**Questions Relating to Military Life, Job Situation, and Health Receive Consideration**

The world into which a million more young people will be graduated from high school next month is one that is rapidly altering in many important respects. Building a two-ocean Navy, an Army which will eventually number millions, a defense industry large enough to supply these fighting forces and, to a large extent, those of the British Empire—all this activity coming on the heels of a long, severe depression is bringing about many profound changes.

To help young people of this country adjust themselves to the far-reaching changes which are taking place, a number of organizations have been established. One of these is the American Youth Commission. It is a private organization which was set up in 1935 by a group of national educational associations. Its chairman is Owen D. Young, whose work on commissions of many kinds has given him an international reputation, and it includes among its 15 members a corporation official, a labor leader, a newspaper editor, and a prominent author, as well as several nationally known educators and the United States commissioner of education. The commission has no connection with the government and represents no party or religious group.

### Youth and Change

The task of the commission is to consider what can be done to help youth adjust itself to change. The commission plans experiments and programs which will help in solving the problems faced by young people and tries to popularize and promote the courses of action which it decides are desirable.

The latest report issued by the American Youth Commission considers the ways in which the defense drive affects youth. This new report shows how completely conditions have changed since that drive got under way. Not long ago the great problem which confronted young men and women upon leaving school was the problem of finding work. Unemployment bedeviled every commencement, and sometimes it was years before the high school graduate finally found his job. Though youth unemployment is still with us, it no longer looms as large as it once did. The defense program and its accompanying boom in all industry, together with the absorption of more than a million young men into the Army and the Navy, have sharply reduced unemployment among the nation's youth.

Meanwhile, however, new problems have arisen, and certain of the older ones have taken on new significance. These problems have been carefully reviewed by the American Youth Commission and definite methods of attacking them have been recommended by it. The purpose of this article is to summarize the proposals of the commission.

It devotes considerable attention to the health needs of the nation's youth. As the large percentage of men rejected by (Concluded on page 7)





BRITISH SOLDIERS IN THE NEAR EAST

WIDE WORLD

## Historical Backgrounds

By David S. Muzzey and Paul D. Miller

### Great Britain and the Near East

**B** RITISH authority and influence in the Near East, now being assailed by the Axis alliance, were built up by successive measures during the last 75 years. It is sometimes said that Great Britain stumbled upon rather than created an empire. Whatever truth this quip may hold with regard to other parts of the empire, there was certainly a lot of carefully designed stumbling in the acquisition of empire bastions in the eastern Mediterranean.

There had been British (and French) military occupation of Egypt during the Napoleonic wars; but the active, aggressive infiltration of British power in North Africa did not begin until after the completion of the Suez Canal. Today, it may seem strange to recall that opposition to the canal project centered in



DAVID S. MUZZEY

London. Palmerston, then one of Britain's foremost statesmen, remarked in an address which has long been historic, delivered on July 17, 1856:

It is an undertaking which, I believe, in point of commercial character, may be deemed to rank among the many bubble schemes that from time to time have been palmed upon gullible capitalists. I have been informed, on what I believe to be reliable authority, that it is physically impracticable, except at an expense which would be far too great to warrant any expectation of any return.

#### The Suez Canal

What Palmerston discreetly refrained from saying was that British opposition to the canal was based less on doubts of its financial soundness than on the fear that Egypt might someday fall into the hands of a European power hostile to Britain. But neither British diplomacy, nor the glib rhetoric of Palmerston, was sufficient to kill the canal project. And once the canal was built, Britain decided to act upon the enlightened diplomatic principle that "if you can't lick 'em, jine 'em." The opportunity for acting on that principle presented itself in 1876, when the Khedive of Egypt, burdened by pleasure-born debts, sold his shares in the Suez Canal Company to the British government, thus giving the British a controlling interest in the project.

It was this transaction, autocratically carried through by Disraeli without prior parliamentary consent, which laid the foundations of British power in the Near East. In the half century that followed, Britain established footholds around the rim of the eastern Mediterranean until she felt that her control of the canal was secure. Some of the footholds were established by outright military expeditions.

Wherever possible, the British preferred to acquire them by less drastic means through purchase and treaties of alliance. Others were part of the spoils of the Allied victory in the World War.

During the World War, the British enlisted the aid of Arab chieftains against the Ottoman Empire with promises of an independent Arab federation in the Near East. One of the Arab allies, Feisal, was made ruler of Iraq. His brother, Abdullah, was placed on the throne of Transjordan with the title of Emir. In the case of the Arabian peninsula, whose shores guard the Red Sea link in the chain of empire communications, the British gave their support first to one chieftain, then another, until Ibn Saud proved to be the "strong man," whereupon the British made a treaty with him. Finally, in order to mobilize the favorable opinion of Jews throughout the world, and particularly in the United States, the British also pledged themselves to the establishment of a Jewish National Homeland within Palestine.

#### Postwar Arrangements

The relationship established by the British government between itself and these political units varied with each. But they all had this in common: they provided Britain with special rights enabling her to keep effective military control of the entire region, the approaches to the canal, and the valuable strategic raw materials, such as the oil of Iraq.

It should be pointed out, however, that within the limits set by these strategic needs, British authority in the Near East has generally been exercised with a light hand. There has been serious trouble in Palestine from time to time. But that trouble did not stem from British military suppression. It arose in the fact that the British were trying to live up to conflicting promises that had been made on the one hand to the Jews and the other hand to the Arabs. Where no such racial problem has plagued the authorities, the inhabitants of each of these countries have been free to carry on much as they pleased. And British influence has made itself felt to these peoples' advantage in numerous ways, in higher standards of living, in vastly improved measures of public health and sanitation, in fuller development of their natural resources.

Whether this bland and reasonably enlightened form of imperial rule will be sufficient to assure Britain of the loyalty of the Near Eastern powers remains one of the doubtful questions of the months ahead. In all these countries, public policy is shaped not by mass opinion, which for the most part is inarticulate, but by small governing cliques anxious to remain in power.

## Writer Gives Intimate Glimpses Of Conditions in British Guiana

**T**HE following letter, describing life in our newly acquired naval base at British Guiana, has been received by THE AMERICAN OBSERVER from Royce E. Phillips, a member of its staff, who is now serving with the United States War Department in that region:

The American consul here has ruled that we get all local as well as United States holidays. The longest holiday of the year down here comes at Easter. We had from Thursday night to Tuesday morning. Since my stay down here may be limited, I decided that I had better take advantage of the time and take as long a trip as is possible down here. So I rented a car and started out at 4:30 on Good Friday morning.

The car was a small English-made Ford named Gertrude. I drove here in the city a few evenings before leaving to get used to the different customs. Driving on the left instead of the right is only a minor matter compared to some of the other differences. The most dangerous part of driving down here is livestock on the highway. There are chickens, pigs, donkeys, cows, horses, and, most dangerous of all, water buffalo. I should say that any time of day or night there are about 10 animals per mile on the road.

Of vehicles, the most numerous are bicycles, then donkey carts which are very slow in moving over, then buses which all look as though they were falling apart and which are driven as though the chauffeurs had gone to sleep and fallen on the horn, and then a few private cars. License numbers here go up to about 6000, but I think they begin at 4000. On the 70-mile drive to the next city we passed only about three other cars.

The road here goes along the coast, along the low, flat plantation lands, and it is built up above the surrounding country and almost all the time there is an irrigation or drainage trench on one side, and sometimes on both. The road is usually so narrow that it is necessary to slow down to pass another car. It is paved for 18 miles out of this city—there are two 15-inch strips of concrete for the two wheels of the car, and when passing, both cars turn off so that each has one wheel on a concrete strip. From there on it is surfaced with burnt clay, and is just an average country road, rough in spots and smooth in others.

The next city is 70 miles up the coast to the east, just on the other side of one of the country's many rivers, the Berbice. There is a ferry across, and I was told that it was necessary to make reservations for passage, which I was able to do without trouble for the early boat, eight o'clock. The noon and 3:00 p.m. boats were full, but we preferred to drive in the cool of

the day anyhow. I did not know how much time to allow for the drive, so asked people here. They said that it could be done in three hours, but that it was better to allow four. So we started at 4:30 a.m.

We got across the river all right, and were in New Amsterdam, the second largest city of this colony. Its population is about 8,000. This city was our headquarters, and we drove around to see the sights and to see the country around. We spent an evening at one of the larger sugar plantations of the colony, and I was taken through the mill. Because of the holidays it was not running, but I was interested in looking around anyhow. We were invited to the manager's home for tea and dinner. It was interesting to see how people live on plantations and it looks like a good life.

This plantation contained about 6,000 acres, of which 4,000 are under cultivation at any one time. It produces about 16,000 tons of sugar a year. The workers live on the plantation, and it is really a little city in itself. I imagine there must be several thousand people living on it, most of them dependent on the plantation for their jobs and their living. There may be about 10 white people working there, and the rest are colored.

Saturday we went to a girls' hockey game in New Amsterdam and drove around the town. Sunday we went to church (Anglican) and visited the plantation. On Monday we drove up the coast to a resort and beach and on up to the Dutch Guiana border. We got to the beach about 9:30 in the morning, and decided to take a walk of about an hour, which is about all one can stand in the sun out here.

Another river, the Corentyne, is the border between this country and Dutch Guiana. We drove up to the end of the road and looked across, but could not go over as we had no passports. The river is mostly in Dutch Guiana, so I walked out on a pier and stuck my head over, so maybe I was in Dutch Guiana. Anyhow I can say I was. After this, we started back, got the seven o'clock ferry in New Amsterdam, and back to Georgetown at 10 p.m. Monday evening. Gertrude behaved very well, though she was a little balky in starting. Once we had to push her, but fortunately there were willing hands around at the time. I filled her with gas after going 150 miles. She took four gallons (at 61 cents a gallon) and a pint of oil (26 cents).

In our 360 miles of driving we did not see a hill of any kind. Most of the time we were driving through plantations, though some of the country is evidently not suitable to cultivation. These parts are not protected from the sea, and at high tide the water was almost even with the road. The houses alongside were on stilts, and at low tide the yards were certainly a mess of mud. The doctors say that half the native population here has malaria.

In this colony there are 3,000 English, 8,000 Portuguese, 8,000 American Indians, 140,000 East Indians, and 175,000 Negroes.



ROYCE PHILLIPS



WIDE WORLD

A STREET IN GEORGETOWN, CAPITAL OF BRITISH GUIANA





THE AIR LINE HOSTESS

UNITED AIRLINES PHOTO

## • Vocational Outlook •

### Airplane Hostess

**A**IRPLANE hostesses occupy an enviable position in the eyes of thousands of young women who are making their choices of careers. They see the fact that the hostess is rather well paid, is closely associated with the development of aviation, and has the opportunity to travel as a part of her work.

What must be considered, in addition, is that she holds one of the few such positions which are available in the nation today. Altogether there are about 1,000 airplane hostesses. The turnover of employment, it is true, is rather high, due chiefly to the rule that a hostess must be single, and has to resign her position if she marries. Nevertheless, the vacancies are quickly filled from long waiting lists which every air line has on file.

Not long ago, an issue of *Life* carried an article which described a typical hostess, and gave a picture of the employment situation in one company—American Airlines. As is well known, nearly all the lines today require that a hostess must be a registered nurse before they will hire her. On this score, the article informs: "She is a registered nurse—not because air lines need her medical knowledge but because hospital training has given her discipline which stewardesses need. She attacks situations quickly and decisively, displays a vast amount of patience and tact, and knows how to anticipate people's needs."

The article continues with this general information about duties and qualifications:

"Air lines have stewardesses not so much to serve meals or hand out chewing gum as to make the passengers happy. The stewardess is the air lines' only intimate ambassador to its passengers and American Airlines, which spends more than \$400,000 a year on its stewardesses, finds the outlay justified. Last year about 3,500 girls asked American Airlines for stewardess jobs. Only 1,500 met the basic requirements of age (21-26), height (5 ft. 2 in.-5 ft. 6 in.), weight (100-125 lb.), training, good looks, pleasant personality. Only 105 of these were taken on. American spends a lot of time searching for likely girls in nursing schools and encouraging younger girls to become nurses so that later on they may become stewardesses."

The fact that this intensive search is carried on, however, should not mislead one to think that this particular company or any other anticipates a steep increase in the number of stewardess positions. American simply desires to have a large number of well-qualified young women in reserve, and from them it can pick the cream of the crop.

With respect to income and working hours, the *Life* article reports that the stewardess whom it selected as typical receives "\$145 a month, top pay on a scale which starts at \$110 a month. She works about 115 hours a month of which only

85 hours are flying time." This pay is in line with the general situation. Several years ago a report by the Federal Coordinator of Transportation indicated that the average income for hostesses was \$134 a month.

Taking all facts into consideration, there is little encouragement to offer the young woman who hopes to find a job as an airplane hostess. She is but one of thousands who have the same ambition and who are capable of meeting the qualifications. If luck is with her, she may come through the sifting process and receive one of the coveted opportunities to attend an air-line training school for stewardesses.

On the other hand, if one is determined to make a try, there is bound to be some gain. For the young woman who completes the course of training as a nurse still has a profession, even though a position with an air line eludes her.

## Information Test

Answers to history and geography questions may be found on page 8. If you miss too many of them, a review of history and geography is advisable. Current history questions refer to this issue of THE AMERICAN OBSERVER.

### European History

1. The power that bitterly contested Britain's conquest of India was (a) Germany, (b) France, (c) Russia, (d) Spain.

2. Who won Egypt in 1798 by winning the Battle of the Pyramids and lost the country because he failed to gain control of the sea?

3. A republic which was born in 1499 and still exists today is (a) Switzerland, (b) Portugal, (c) France, (d) Monaco.

4. The longest reign in English history was the 63-year reign of (a) Henry III, (b) Elizabeth, (c) George III, (d) Victoria.

5. Francis Ferdinand, who was assassinated at Sarajevo, June 28, 1914, was heir to the throne of (a) Spain, (b) Germany, (c) Austria, (d) Serbia.

6. The last of the Russian czars was (a) Nicholas II, (b) Alexander III, (c) Ivan VI, (d) Peter II.

7. Dean Swift wrote his *Gulliver's Travels* (a) to inspire English explorers, (b) to describe the islands of the South Pacific, (c) to satirize the society of his day, (d) to encourage missionary work in the Far East.

### Geography

1. Which of these steppingstone groups of Atlantic islands is nearest the United States? (a) Azores, (b) Canary Islands, (c) Cape Verde Islands, (d) Madeira Islands.

2. The National Assembly of the Republic of Haiti has elected a new president to be inaugurated May 15 in the great white capitol in (a) Hav-

# The Week at a Glance . . .

## Tuesday, April 22

British carried out heavy naval and air bombardment of Tripoli, Libyan port, yesterday. Reports from Africa also indicated that British were holding off German-Italian attempt to penetrate Egypt.

House Ways and Means Committee accepted Treasury Department's recommended goal of \$3,500,000,000 in new federal taxes for next year.

White House gained consent of southern coal operators to reopen negotiations with United Mine Workers and to work toward ending soft-coal strike.

Although British reported torpedoing three Axis supply ships, German forces were advancing steadily in Battle of the Balkans.

## Wednesday, April 23

King George II of Greece and his government fled from Athens and went to Crete to set up headquarters. King Peter of Yugoslavia and his government were reported to have settled somewhere in the Middle East.

Mayor La Guardia of New York, chairman of United States-Canadian Joint Defense Board, said the two countries have plans to patrol and defend Atlantic and Pacific Oceans within 1,000 miles of each coast.

Coal strike was reported to be causing loss of 100,000 tons a week in steel production.

## Thursday, April 24

Action in Congress was completed on bill which authorizes expenditure of a second \$150,000,000 for defense housing.

Secretary of Labor Perkins turned 23-day soft-coal strike over to National Defense Labor Mediation Board for action.

It was reported that only 175,000 of the 1,175,000 federal jobs are not covered by civil service after the President signed an order yesterday which gave civil service coverage to an additional 125,000.

Although British-Greek forces were holding up German advance at Thermopylae,

80 miles north of Athens, there was considerable public dissatisfaction in Britain over the general situation in the Balkans.

British claimed to have scored hits on German battleships *Scharnhorst* and *Gneisenau* during air raid on harbor at Brest.

## Friday, April 25

President Roosevelt disclosed that Navy is patrolling a wide sea area with purpose of scouting for Axis naval forces and reporting their presence and location to British shipping.

Germany claimed to have seized in occupied ports 872 merchant ships, totaling 1,900,000 tons, which were at service of enemy since war began.

## Saturday, April 26

Representatives of 21 American republics, meeting in Washington, recommended that their nations seize the more than 160 foreign ships which are lying idle in ports of Western Hemisphere.

Action of National Defense Labor Mediation Board succeeded for time being in averting strike at 60 General Motors Corporation plants.

## Sunday, April 27

Efforts of National Defense Labor Mediation Board to settle coal strike collapsed.

In a broadcast to the world's English-speaking peoples, Prime Minister Winston Churchill foresaw victory for Britain with sea aid from United States.

German forces occupied Athens, while British continued evacuation of troops.

## Monday, April 28

End of coal strike was seen after President Roosevelt's suggested terms for settlement were accepted.

Germans were carrying on mopping-up operations in Balkans, while British speculated on where next Nazi move might be made.

## ♦ SMILES ♦



"They scored heck out of me at first, but I'm getting a pound of honey a week now."  
GERARD IN COUNTRY GENTLEMAN

The meal came to an end, and the well-fed diners settled down to listen to the speech of the guest of honor.

The latter rose, and for 15 minutes his voice filled the room.

"After partaking of such an excellent meal," he went on, "I feel that if I had eaten any more I would have been unable to speak."

"Bring him another sandwich," came a drowsy voice from the rear of the hall.—LABOR

Elder Brother: "Hey, what's the big idea, wearing my raincoat?"

Younger Brother: "Well, don't you see it's raining? You don't want me to get your suit wet, do you?" —CAPPER'S WEEKLY

Young Scot: "Father, I have to have an atlas for school."

Father: "Ah, well, son, y'd better wait till the world's mair settled." —SELECTED

As he was drilling a batch of recruits the sergeant saw that one of them was marching out of step.

Going up to the man, he said sarcastically, "Do you know they are all out of step except you?"

"What?" asked the recruit innocently.

"I said they are all out of step except you," repeated the sergeant.

"Well," was the retort, "you tell 'em. You're in charge." —PEARSONS

## Current History

1. What important effects has the defense program had upon the youth of the nation?

2. What recommendations does the American Youth Commission make with respect to education and vocational training for youth?

3. Which are the alternate routes by which the Nazis might gain control of the Near East?

4. How did Great Britain gain control of the Suez Canal?

5. Give the main provisions of the coal strike settlement.

# The Week at Home

## Soft-Coal Strike

Many people worked overtime to settle the great soft-coal strike last week, but at length their efforts were crowned with success and a shortage of coal that would have jeopardized the entire defense program was averted.

It was on the first of last month that the United Mine Workers, a CIO union, directed the 400,000 miners who produce 85 per cent of the nation's soft coal to stop work until they received an increase in wages. The conciliation service of the Labor Department went into action. It brought about an agreement between union officials and the operators of northern mines, the latter promising to raise the miner's daily wage from \$6 to \$7. The strike was not to be ended on the northern front, however, until the southern mine owners agreed to raise the wage from \$5.50 to \$7. The southern operators said they could not afford to go as high as \$7, and the strike continued.

President Roosevelt intervened on April 21. He asked that all mines be reopened at once. The northerners would go to work under the terms of their new agreement.



NO RIDERS ON THIS TRIP  
SHOEMAKER IN CHICAGO DAILY NEWS

The southerners would continue to negotiate, and any pay increase decided upon would date from the day on which work was resumed. The southern operators refused to accept the President's plan.

The secretary of labor handed the dispute over to the National Defense Mediation Board. After wrestling with the problem for two days, the board gloomily admitted its failure. Then, just when things looked blackest, Mr. Jesse Jones, secretary of commerce, had a long talk with the representatives of the southern mine owners. The result was a midnight telegram to President Roosevelt announcing that the southern operators accepted his proposal and were ready to resume work at once.

## Eyes on the Atlantic

What Prime Minister Churchill calls the Battle of the Atlantic is occupying the center of the stage for Americans today. At the time the lend-lease bill was signed,

Germans said that American production of war materials for Britain would have little influence on the outcome of the war because the materials would go, not to Britain, but to the bottom of the ocean. They backed up their words with deeds, too, and in the month the bill became a law 400,000 tons of British shipping went down. (See chart on opposite page.)

The British themselves were not inclined to minimize the seriousness of German successes on the high seas, and when these were followed by sweeping Axis victories in Yugoslavia and Greece the people of the United States became genuinely concerned. Addresses by several prominent people stated with great frankness the conflicting views that were being voiced all over the country. Colonel Charles A. Lindbergh told a New York audience that "we cannot win this war for England, regardless of how much assistance we extend." The next night Secretary of the Navy Knox spoke in New York and Secretary of State Hull, in Washington. "We cannot allow our goods to be sunk in the Atlantic," said Colonel Knox, and Mr. Hull asserted that "ways must be found" to see that the aid we send reaches its destination.

The day after these speeches were made, the President told reporters that our Atlantic neutrality patrol was being extended and that ships on patrol duty might go anywhere in the seven seas. The patrol, which has already operated as much as a thousand miles from our shores might, if the President permitted it, act as a scouting force for the British.

## State Department

In the present crisis it is a serious matter that our State Department is not adequately equipped to handle its heavy duties. According to the *Washington News Letter* of the Foreign Policy Association, the staff of the department and the members of its foreign service are laboring with difficulty under a greatly increased burden at a time when it is more than ever essential that they function smoothly and efficiently.

Because there are not enough clerks and stenographers, important foreign service officers waste their time decoding messages and typing their own dispatches. One of our South American legations had no stenographers at all for several months, and the minister was forced to spend part of his time writing his reports by hand. There is also a shortage of employees in other classes. More research assistants and trained economists are needed to furnish the information called for every day.

Part of the trouble is a lack of funds.



CONTACT MAN FOR THE WHITE HOUSE

Wayne Coy of Indiana has been appointed by President Roosevelt as special assistant and liaison officer between the White House and the Office of Emergency Management. Mr. Coy has been assistant to Federal Security Administrator McNutt.

For many years the State Department has pinched and saved to keep within a very small appropriation. The department's budget for this year is only a little higher than it was in the comparatively quiet days of 1932, and instead of a substantial increase for 1942 the estimates actually call for a slight reduction.

The Foreign Policy Association's *News Letter* lays most of the blame at the door of the State Department's administrative officers. They have been unnecessarily timid, it says, in asking Congress for money. In addition, they have failed to avail themselves of expert services outside of government circles.

## Transport Crews

The Army is trying to be sure that none of the seamen aboard its troop transports are Communists. Last year Representative Keefe of Wisconsin asserted that the Communist party had a training school for seamen—a "Red Annapolis," he called it—and that graduates of this school were serving on War Department ships operating between New York and the Panama Canal. He charged that seamen aboard the S. S. *Panama* had sent a telegram to Earl Browder, secretary of the Communist party in the United States, denouncing his conviction on passport charges as a frame-up and praising him as a great leader of American workers. A member of the crew of the S. S. *Ancon*, another War Department ship, was organizing Communist groups in the Panama Canal Zone, Keefe said.

Representative Keefe's charges were re-

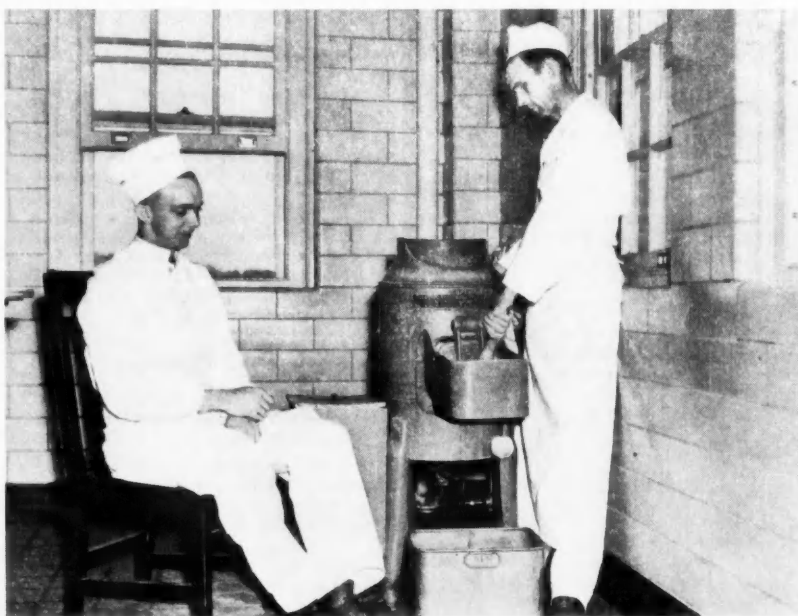
called when it appeared that the Army was carefully weeding out Communist seamen in the crews of the vessels it is taking over as troop ships. When the S. S. *Washington* was taken from the United States Lines, the Army had the entire crew investigated. By no means all of the 70 men dismissed after the investigation were suspected of disloyalty, for some of them, a number of stewards, for example, were simply not needed on an Army transport. But many of those dismissed were men whose loyalty was questioned because of Communist or National Socialist sympathies.

## STRAIGHT THINKING

(Concluded from page 1)

we use part of our Navy" to convoy. From this poll it appears that a large proportion of the American people think it is essential to American safety and welfare that Germany be defeated. They are willing to go to any lengths to insure her defeat. But they are not willing to do anything now. They want to wait to see if England cannot win the fight alone—if England cannot save us without our becoming involved. These people are on very dangerous ground. Whatever one may think of a policy of letting another nation save America, the plan probably will not work. By the time it becomes apparent to everyone that England will be conquered if we do not go to her aid, it will in all probability be too late to save her. If things come to such a pass that England's fall can be foreseen by everyone, she will probably fall quickly and before our aid could possibly become effective.

The logical, straight-thinking people are either those, like Lindbergh, who take the position that we have no vital interest in the war or those on the other side who contend that we have a vital interest and that we should take action quickly to protect that interest. The people who are in the middle ground; those who argue that our safety depends upon the outcome of the war but that we should do nothing about it now, that we should wait and see how things go, are evasive. They are refusing to look facts in the face. If their influence prevails, the nation will travel a very dangerous course. The only safe thing for the people of this country to do is to make up their minds one way or the other whether American safety demands the defeat of Germany. If it does not, if we would be safe and secure even though Germany conquers England, then we should take no step leading toward our participation in the war. If, on the other hand, the conquering of England would gravely endanger the United States, nothing could be more foolish than to stand idly by, satisfied with "business as usual" in the United States. Evasion, wishful thinking, fact dodging are always dangerous, but seldom so dangerous as they are today.



THE MACHINE AGE RESCUES THE ARMY POTATO PEELER

The most dreary jobs in the Army are traditionally those connected with K.P.—the kitchen police duties which have made expert but unwilling potato peelers of many soldiers. But in this age of panzer divisions the Army has machines to do the dirty work. Almost all Army kitchens have automatic potato peelers which skin potatoes and drop them rapidly into a waiting receptacle.

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# The Week Abroad

## Ditch at Suez

The Suez Canal, which is the real objective of the Axis push toward Egypt, has very little of the dramatic in its appearance. There are no big locks and deep cuts, as at Panama. To the eye, it is little more than a muddy ditch running 104 miles from Port Said, on the Mediterranean, southward through flat and monotonous semidesert lands to the head of the Red Sea.

Completed in 1864 by a French company under the direction of Ferdinand de Lesseps, it cost about \$80,000,000 to build. At first the British opposed the idea, but as they came to realize the value of this short cut to the east, they took steps to gain control of it. In 1875 Britain purchased the shares held in the canal by the Khedive Ismail, of Egypt, and since then, together with France and Egypt, Britain has dominated all matters relating to the canal.

Actually, the Suez Canal does not belong to Britain. Under a special convention of 1888, signed by most of the great powers of Europe, the canal was recognized as an international waterway. This treaty ap-



THE SUEZ CANAL

pointed Britain as the protector of Suez, but contained a significant clause:

The Suez Maritime Canal shall always be free and open in time of war as in time of peace to every vessel of commerce or war without distinction of flag. . . . The canal shall never be subjected to exercise of the right of blockade.

In theory, Britain cannot today deny the right of any Axis ship to pass through the Suez Canal. In reality, however, there is nothing to stop the British from seizing or sinking such a ship as it approaches or leaves the canal. And the British guard at both ends is very strict. Ships desiring to enter are searched from stern to stern, aircraft drone overhead, and troops guard the highway and railroad which parallel Suez, and also the separate canal which brings fresh water from the Nile to Ismailia, the administration center. Tugs are always on hand to deal with any vessel

which hostile agents might try to sink in the main channel, which is 42 feet deep, and 200 feet wide—thus blocking traffic. But the entire canal must be constantly swept for mines which might be dropped from airplanes at night.

## Hemisphere Talks

After the United States seized ships in its ports belonging to Germany, Italy, and Denmark, a few weeks ago, considerable confusion existed in Latin America. Some nations, among them Mexico, Venezuela, Chile, and Peru, followed suit at once. Argentina and Brazil, however, hung back. Then the suggestion came from Uruguay that representatives of all 21 republics meet to discuss a common stand on such matters.

In Washington, last week, the Inter-American Economic Advisory Committee, in which all American republics are represented, decided unanimously that the 160 ships in Latin American waters which belong to Axis or Axis-dominated countries, and which have not yet been seized, should be requisitioned by the governments in whose ports they are stationed. The American governments have agreed that foreign owners should be compensated for these seizures, and Argentina is already preparing to buy the 17 Italian, four Danish, and three French ships in her ports. So far, the United States has made no move toward the French ships in its own ports, and what its future policy is to be is not yet clear.

The adoption of a common stand on the shipping situation still leaves the question of Axis air lines in South America open to discussion. These air lines cover a total of 20,000 miles, as compared with the 15,000 miles covered by United States air lines. It has been noted that whereas the American planes follow coastal routes, German aircraft fly unprofitable routes into the interior, and apparently lose money in so doing. One explanation for this might be that they are kept in operation to carry German diplomats and mails beyond the reach of the British censors, and for that reason are worth the losses they incur to the German government. The decision of Peru to ban all German-Italian aircraft from her territory will shortly reduce the Axis lines by 1,200 miles. Other countries may follow Peru's example.

## Presidential Troubles

Last July, a severe attack of diabetes forced the president of Argentina, Dr. Roberto M. Ortiz, to take a temporary vacation from office. His eyesight had been affected so seriously that he had to turn over his office to the vice-president, Ramon S. Castillo. At first it was expected that Ortiz would return to office in a few weeks. But when months passed

and he remained out of office, people began to ask questions. Was he really ill? Some of his supporters said he was not. It was charged that he was being prevented from returning to the presidency by Vice-President Castillo, and his party. Argentines felt there might be something to this, for Ortiz was leader of the Liberal party, while Castillo headed the Conservatives. A series of cabinet crises followed, the worst one coming in January, with ministers resigning right and left. From his sickbed, Ortiz denounced Castillo's political appointments, and a deadlock ensued. Doctors gave widely different reports regarding Ortiz' health. A congressional committee was formed to investigate the whole situation. Two different governments seemed to be taking shape.

A few weeks ago a number of doctors reported to the Argentine investigating committee on the health of Ortiz. The report was kept secret, but the committee itself announced that Ortiz was unable to resume office. While Ortiz' followers protested, last week, Castillo charged that Congress had failed to cooperate, and as a result he found it necessary to establish a government by decree, and he promptly did so. Government-by-decree is another expression for dictatorship. Whether Argentina's is to be temporary or permanent is a question.

While Argentines are worrying uneasily about their future, far up the river, in Paraguay, a similar crisis is brewing between the followers of President Higinio Morino, and of the former dictator (now in exile) Colonel Rafael Franco. Paraguay is used to crises of this sort. It has no democratic tradition. Since Franco is an outspoken admirer of totalitarian aims and methods, however, his bid for power is being watched in Washington with ill-concealed displeasure.

## Philippine Plea

The possibility of a complete reexamination of the Philippine independence question has been indicated by a plea for economic assistance sent to Washington by the Manila government. Several weeks ago, President Quezon pledged his support of United States foreign policy by agreeing to embargo the export of strategic raw materials to Axis powers, including Japan. The pledge, in the face of expanding Japanese power, was tantamount to a confession that the Philippine Commonwealth places its security in American hands and is therefore prepared to follow any policy recommended in Washington.

Now the Manila authorities suggest that the United States reciprocate by granting the islands greater trade opportunities in this country. Under the original independence provisions, a formula was worked out whereby the Philippines would gradually adjust themselves to economic independ-



INT'L NEWS

## QUEEN AMIDST THE RUBBLE

Death and devastation fail to stand in the way of traditional pageantry so dear to the British heart. London, despite the bombings, had its May Queen. Even rehearsals for the event, as photographed above, were held.

ence. This formula provided for a gradual decrease of Philippine exports to the United States. The Commonwealth authorities now assert that this plan might have been workable under normal conditions. But the wars in Europe and Asia, they say, have so disrupted all regular trade channels that the plan is imposing great hardships upon the islands' industries. They suggest that the barriers to United States purchases of Philippine products be entirely removed so that Philippine goods will once again be able to enter the States duty free.

In addition, Manila would like to see the United States assume the entire burden of the islands' defense, which until now has been shared by the American and Philippine governments.

## Arab Chief

Now that the European war is pushing into the Near East and threatening to involve the Moslem world, Moslem leaders are beginning to assume an importance which they have not enjoyed for some years. One of the foremost of these is Abdul Aziz Ibn Abdur-Rahman Al-Faisal Al Saud who, generally known simply as Ibn Saud, is the dominant figure of the Arabian peninsula.



KEYSTONE  
IBN SAUD

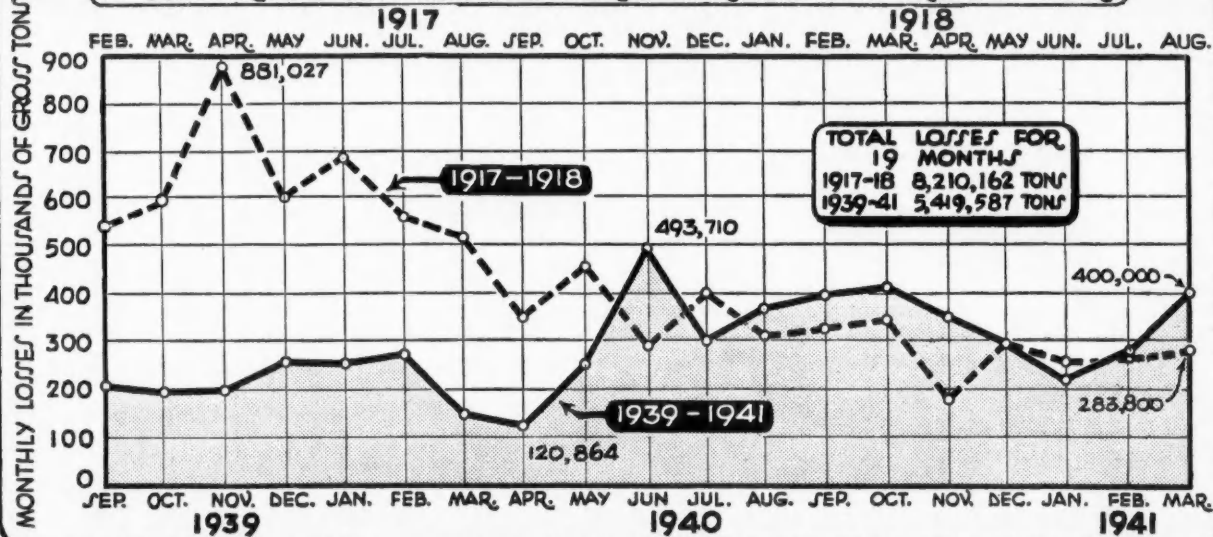
No one seems to know just how old Ibn Saud is, although guesses place his age between 65 and 70. He was born in the town of Ryad, almost in the center of Arabia. As a youth he helped his father overthrow a neighboring chief—a task at which Ibn Saud proved so adept that he kept at it, conquering all Arabia by degrees, and establishing a brotherhood of young Arabs sworn to a united Arab state to replace the loose tribal system which formerly prevailed. Nine years ago he gave the name Saudi Arabia to this Arab kingdom, having established his capital at Ryad, the remote city of his birth.

Although he is getting on in years today, Ibn Saud is an impressive figure. He stands six feet four inches high and weighs close to 240 pounds. Tall, lean, hawklike in appearance, he speaks in a strong, deep voice, and his reputation is that of one of the shrewdest diplomats in the Near and Middle East. By nature he is a fighter. He has fought a good part of his life, but his enemies have acknowledged him to be fair and generous, and his single aim—that of uniting the Arabs—to be an intelligent one.

Ibn Saud has given the British considerable trouble, at various times, but he has also been their friend. The British have discovered that while he has been unwilling to permit Arabia to fall under British domination, he is no more willing to see it fall to Hitler. For that reason, Arabia has caused them less worry than it might have under a different ruler.

## MERCHANT MARINE LOSSES - BRITISH, ALLIED AND NEUTRAL

### A COMPARISON BETWEEN THE WORLD WAR AND THE PRESENT WAR



COURTESY NEW YORK TIMES



# Near East May Be Next Battleground

(Concluded from page 1)

portance either to England or Germany. Though it appears on the map as a solid chunk of land, it is more accurately described as a big river with two fertile banks and a fan-shaped delta with soil of incredible richness. The 16,000,000 people of Egypt, most of them poor Arab peasants, or *fellahin*, live along these banks of the great Nile, or in its delta, tending their irrigation ditches, growing dates and figs, rice and barley, and Egyptian sea cotton, famous for its long, strong fiber.

## On the Crossroads

The real importance of Egypt lies in its strategic position athwart two great commercial routes. One is the land route between Asia and Africa, the other the sea route from Europe to the Orient via the Suez Canal. This canal, a muddy ditch 104 miles long, is the keystone of Britain's position in the Near East. It was to protect Suez that Britain held Egypt as a protectorate in the past, and maintains troops and aircraft, technicians and warships there under a treaty of alliance today. And it was partly to protect Egypt and Suez that Britain established a chain of mandated territories and alliances nearby. In addition to Egypt, British forces are standing guard in Palestine and Transjordan, two League of Nations mandates, and in Iraq, which is bound to Britain by a treaty of alliance similar to the one with Egypt. Turkey, Iran (Persia), Afghanistan, and parts of Arabia are also closely allied with Britain, thus completing the outer cordon of the defenses of Egypt and Suez. Britain today controls these crossroads. Only French Syria, among the territories of the Near East, is neither allied with nor controlled by Britain.

Hitler is already trying to strike at this central point of the British Empire system by pushing into Egypt from the west along the desert road from Syria. After some initial successes, it appears that the Germans have been stopped, at least for the moment. If German forces could reach the Nile, and its thin shoestring of fertile land, Egypt and Suez would indeed be at their mercy in short order. But this is not an easy thing to do. Summer is approaching and the desert is getting hotter. Troops must carry their own water over a parched coastal road constantly shelled by the big guns of the British fleet, and blasted by bombs from the air. Only a small army can move over this route—too small, perhaps, for the conquest of Egypt.

## The Turkish Route

Turkey offers another avenue of approach, and reports that Hitler has demanded control of the Dardanelles suggest that he may intend to use it. Turkey, as we have said, is an ally of Britain. Her government has long warned that it will fight if attacked, or if it feels its interests menaced, but upon each specific occasion where it seemed that its interests were threatened, the government of Ismet Inonu has beat a retreat. If Turkey chooses to fight, it has an army of 750,000 men (which could probably be swelled to 1,200,000 or more), a poor air force, and a second-rate navy. The Turkish army has been rated somewhat below the Yugoslav army, though its individual soldiers and officers are good fighters, able to take severe punishment without retreating. Unquestionably the Turks have been shaken by what happened to the Yugoslavs, but some console themselves with the thought that Hitler had the Serbs hemmed in on three sides, while he will have to cross water to reach the Turkish mainland.

Turkey is shaped like a huge fist, thrusting westward from the Caucasus Mountains toward Greece. Its shores along the Black Sea, along the Straits (which vary from one to three miles in width), along the Aegean and the eastern Mediterranean, are generally low and flat. Landings might be made by German forces almost anywhere. But invading troops trying to push inland would find the going

hard. They would have to pass through thickly wooded valleys and climb long slopes. Roads are few and poor, for Turkey is a thinly settled land. Though bigger than Texas, it contains only 16,000,000 people—a stolid, hard-working, but loyal population.

All central Turkey is a high plateau, broken here and there by ravines, wrenched and twisted by occasional earthquakes, lacking enough water and trees, cold in

whose surface is 1,286 feet below sea level. Beyond the Jordan Trench is another region of highlands where nomads drive their flocks and herds from pasture to pasture in search of grass and water. Then it shelves off gradually, withering into the flinty wastes of rock and sand which we know as the Syrian and Arabian deserts.

A railway runs from Turkey to Egypt, its shining rails marking the route which German forces might follow in moving on

noted, he would have the double advantage of being able to drive toward Suez, and also toward Iraq and its oil fields, and eventually to the Persian Gulf.

Before the World War, Germans dreamed of a railroad line from Berlin to Baghdad, and of an empire extending from the Baltic to the Persian Gulf. The dream collapsed with the Armistice, in 1918, but the railroad, under British-Turkish auspices, was completed last year.

## Plains of Iraq

This railroad follows the old caravan route through the eastern mountain passes of Turkey and down into the plain of Mesopotamia, now Iraq. As it drops down out of the foothills and enters the wide plain, it comes almost at once to Mosul, center of the Iraq oil fields which Hitler would very much like to control. Pipelines carry the oil across the desert to Syria and Palestine. River boats and railway tank cars carry the oil on to the Persian Gulf.

The railway into Iraq follows the wandering Tigris through an alluvial plain which grows more fertile with every mile. From the east windows of the train, the river is sometimes in sight, and sometimes not. On either side, fields of maize, corn, and rice sweep by, and occasionally date palms or an olive grove. Baghdad is the chief stop for passengers, but most of the freight goes on, crossing the plain to the other great river of Iraq, the Euphrates, and on to Basra, the port of Sinbad, which lies at the head of the Persian Gulf. At Basra there are big oil refineries, American- and British-owned, and silver storage tanks, half buried in the ground.

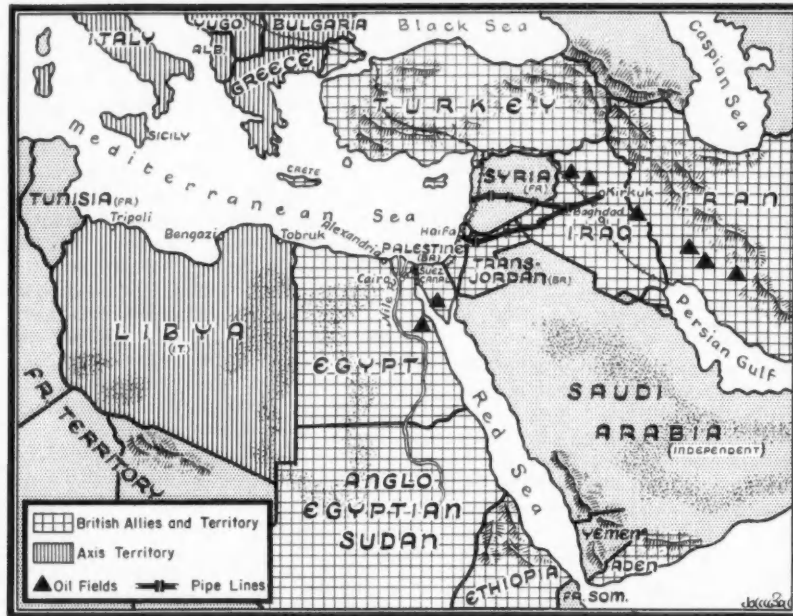
Beyond Basra the blue-green Persian Gulf, dotted with triangular sails, extends to the horizon. Down the Gulf are more oil wells, storage tanks, and refineries—at Kuwait and Bahrain Island. Tankers flying British and American flags form a continuous parade along the horizon, carrying the oil of Iraq, Iran, and Arabia to the markets of the world. Opposite the Arabian shores on the west, the arid hills of Persia climb away toward the east into another of the great plateaus of western Asia. And beyond the horizon and off to the southeast, lies India.

So Iraq, now occupied by British troops, offers a tempting prize to Hitler. Its possession would solve, in part anyway, his oil problems, and open a door to Iran and India. The Berlin-to-Baghdad dream would become a reality. If he could seize both Egypt and Iraq, Britain's forces, investments, plants, and alliances in the entire Near and Middle East would crumble to dust. What might follow, as regards India and East Africa, is any man's guess. Obviously the stakes in the impending battle are high.

At the moment, however, both the Persian Gulf and the Red Sea are serving Britain. They form the backdoor routes through which supplies are beginning to arrive from America alongside supplies and troops from Australia, New Zealand, and other parts of the Empire. British forces are bolstering their strength and consolidating their positions in these regions as rapidly as possible. These positions are strongly held today, and cannot easily be taken. It is a long way from Berlin to Suez, and a longer way from Berlin to Baghdad, and the battle is not over yet.

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THE NEAR EAST—NEXT THEATER OF WAR?

winter, and hot in summer. Most of it is ringed with mountains or with brown, rolling hills. Except in the east, this plateau, in the words of Emil Lengyel, "looks down on all the world."

## The Fertile Crescent

If Hitler could gain control of this central plateau, he could look down on two fairly easy roads—one leading through Syria and Palestine to Suez, and the other southeastward through Iraq to the Persian Gulf. The southern borders of Turkey lie

Suez. At first it keeps well back in the dry uplands, passing through Mecca, and turning west to the coast only after it crosses the border from Syria into Palestine. Then it passes through Haifa, Tel Aviv, and Jaffa, and plunges into the desert on its way to Egypt. In Biblical times it took Joseph nine days to cross this desert. A mechanized force could do it in much less time today, of course, but the desert is still a formidable barrier, and every land route into Egypt must cross one of them.

German forces might not have to pass



THE ANCIENT CITY OF BAGHDAD

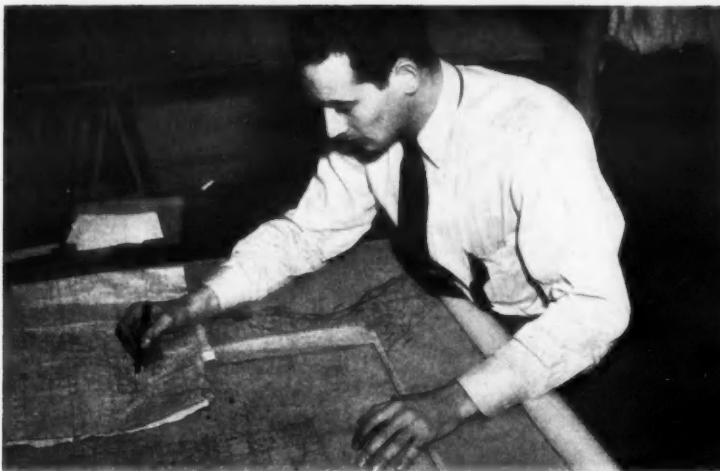
This fabled city, now located in the heart of Iraq, comes back into prominence now that war threatens to overrun the Near East.

along what geographers know as the fertile crescent, a broad belt of productive land which comes up the coast from the Nile through Palestine and Syria, curves eastward, and then turns down the wide alluvial plains of the Tigris and Euphrates.

The coastal mountains of Syria and Palestine run all the way from Turkey to the Sinai peninsula of northeastern Egypt. Directly behind these mountains, with their olive groves and cedars, is a long, dry valley where the earth's crust once gave way. Known to geographers as the Jordan Trench, this sinks deeper and deeper to the south until it reaches the Dead Sea,

through Turkey, of course. They might be landed in Syria, since Syria belongs to France, and France is more or less subject to Hitler's will, particularly in that distant sector of the Mediterranean. There might be difficulty in getting forces of any appreciable size across the Aegean in the face of the British fleet, but it might be done. Such a move would eliminate Turkey as a factor to be reckoned with, unless the Turks should fall upon Germans landing in Syria from the north, in which case matters might become very serious for Hitler's army. But if Hitler gained control of Turkey first, as we have already





YOUTH PLAYS A PART IN NATIONAL DEFENSE

NATIONAL YOUTH ADMINISTRATION

## Youth's Problems in a World of Change

(Concluded from page 1)

the selective service system has shown, the physical condition of young people has a great deal to do with national defense. Bad teeth and defective eyesight are the two most important causes of rejection, and both of these troubles can be traced largely to undernourishment, lack of medical and dental care, and improper living conditions. The third of the nation which President Roosevelt once described as "ill-housed, ill-clad, and ill-nourished" suffers most, of course, but thousands of young men not of the underprivileged third have also been rejected by the Army for the same defects.

### Health Program

The Youth Commission suggests that the present half-hearted physical examinations given in the public schools should be replaced by thorough examinations every second or third year for all pupils in both elementary and secondary schools. These examinations should be followed up in an effort to guide the young people to the medical or dental attention they need and to help their homes provide them with the kinds of food they require. Health instruction should be an important subject at each grade level, including high school.

All students—not simply a few teams of athletes—need a well-rounded physical education, and such education should be provided even though it is necessary to cut down on interscholastic contests in order to do so. Since millions of children eat one meal a day at school, the proper nourishment of students is a responsibility that school and home must share. The community school lunch program, which was started by the government as a part of emergency relief and the distribution of surplus food, now reaches more than 3,500,000 children a day and should be greatly extended.

The federal government has done some health work through the Civilian Conservation Corps and the National Youth Administration. In the course of a year the CCC reaches about 400,000 young men between the ages of 17 and 23, providing them with good food and exercise out of doors. The CCC could do more if it would lower its physical standards and not bar so many young men because of physical defects but instead would provide the necessary treatment to remedy these defects. The NYA has a health program which provides physical examinations for unemployed young people who remain at home and it attempts to improve community facilities for recreation and physical development. It should have more funds, however, to expand their activities along this line.

Defense has imposed new burdens upon the schools. Already pressed for time, they have been asked to put in federally financed vocational courses for training partially skilled workers. To prevent further inroads upon the time devoted to ordinary school subjects, the American Youth Commission urges that industry

and labor take over more of the task of training their workers.

The need for educated men and women in the defense forces and defense industries spotlights the old problem of providing an education for every American youth. Though the best schools of our country are very good and the average ones creditable, the poorest are so bad that, as the commission puts it, "the conditions are almost beyond the belief of those who have not seen them." In poverty-stricken sections there are hundreds of thousands of children who attend school only now and then, and in the country as a whole there are at least half a million children of elementary school age who are not even enrolled in a school. The difficulty is largely a matter of money, and, though the poorest states make, in proportion to their means, the greatest effort to support schools, they are still unable to provide the educational opportunities their children should have.

### Education for All

For this reason, the commission believes that \$100,000,000 a year should be spent by the government at Washington in helping school districts that are unable to support good schools. Three years ago the President's Advisory Committee on Education recommended the appropriating of \$2,000,000 a year to help the states maintain a rural library service, and the Youth Commission hopes that this plan will be revived. The desirability of the federal government's assisting in education has been hotly debated for a long time. Many have contended that it would enable the national government to dictate what is taught in the schools. The commission believes that if the matter is properly managed the control of the schools can be left entirely in the hands of local and state authorities.

Millions of young men are now finding life exceedingly uncertain. No one can tell them whether or not they will be in the Army within the next six months, and in the present state of international affairs they have no way of knowing how long they will be in uniform once they put it on. Their employers and prospective employers are equally in the dark, and it appears that a number of them have refused to hire young men eligible for selective service because of the possibility of their being called for training. This attitude the Youth Commission has denounced as shortsighted and unpatriotic, and it calls upon business to clear itself of any appearance of discriminating against young men simply because they may be called upon to prepare to defend their country.

To smooth the road of those who are drafted and to allay some of the natural apprehensions of those who think they may be, the commission advocates that everything possible be done to ease the transition from the familiar world of school or farm or shop to the new, strange world of camp, military discipline, and the tools of war. Since even the sports, social ac-

tivities, and other pastimes of the civilian must often be left behind when a man joins the Army, recreation is an important item in helping the recruit make his adjustment. The commission hopes that the wealth of recreational talent which probably exists among the men recently inducted into the service will be sought out and utilized for the enjoyment of all. Facilities for reading, the organization of radio listening and discussion groups, and the intelligent use of moving pictures will all help to provide interesting and profitable ways of spending leisure time in military camps.

### Unemployment

Unemployment, as we said before, has been considerably reduced, but it continues to be a problem. The census taken a year ago put the number of people under 25 who were looking for work at about 2,000,000, but the Youth Commission thinks that the system of classification used by the census prevented its including as unemployed hundreds of thousands who were actually without work. It points out, also, that the gains that have been made in employing young people have been largely in emergency industries. This means that a million or more young workers are secure only temporarily.

For all of these, men and women alike, the future is fraught with uncertainty. The problem of how later to bring these emergency workers into the regular industrial system of normal times is not much simpler than the problem of finding jobs for the unemployed. The emergency workers will have the advantage of knowing trades, but when the emergency is over the supply of workers in those trades is likely to exceed the demand.

Since youth unemployment is still with us and promises to continue to be, and since it will become a matter of the greatest gravity the moment the emergency program passes its peak and begins to decline, the Youth Commission believes that the Civilian Conservation Corps and the National Youth Administration should be reorganized and expanded. They should develop plans for giving annually to several hundred thousand young people the work experience and training they will need to find places in normal industry.

### Rural Youth

More than half of our young men and women live in agricultural regions where unemployment is almost untouched by the defense boom. The fundamental difficulty for the youth of these regions is that the advance of modern farming makes it possible to produce the food and cotton the nation requires with fewer hands than were once needed. Half of the young people living on farms today will have to leave to find work, and many who remain will find it necessary to take up sidelines to their farming in order to earn even a fair living.

Those who plan to go into industrial work should know about the \$10,000,000

appropriation which provides for defense-industry training in rural areas. About 7,000 classes, averaging 15 boys and young men each, are being conducted in rural sections all over the country. The numbers are small, it is true, but at least a beginning has been made in the tapping of agricultural America's vast reservoirs of labor. In addition, the United States Office of Education has received \$7,500,000 for the financing of the vocational training of young men and women in selected public schools and NYA work projects. The American Youth Commission cooperated in the holding of a Rural Youth Guidance Institute in Washington a few months ago, and the institute urged that rural communities everywhere see that their out-of-school young people were informed about these provisions for their industrial training.

Farmers' sons and daughters who love the land and expect to remain on it should be given courses in vocational agriculture and home economics while they are attending school. These courses should be supplemented by the activities of such organizations as the 4-H Clubs and the Future Farmers of America. The difficulty here is that many rural schools are too small to offer such courses. The answer, according to the Guidance Institute, lies in the increased merging of small school districts and the establishment of modern consolidated schools. Where this is impossible, teachers who go from one school to another should be employed.

### A Problem of Defense

To cope with all the urgent problems which face the youth of America today will require the expenditure of a great deal of money and energy. There are those who contend that this is no time to consider reforms, however desirable they may be. Everything, say these people, must make way for defense. But the American Youth Commission maintains that the problems of youth are problems of defense. Every one of the proposals it has made, it says, "will contribute definitely to the strength of America—not, perhaps in 60 days, but significantly within a year, to a major extent within three or four years, and very greatly within 10 years."

### References

"Defending the Younger Generation," by I. Ross and M. Mead. *Harpers*, January 1941, pp. 127-139. This includes two articles—"What They Really Think, and Why," by Mr. Ross, and "Democracy's Scapegoat: Youth," by Dr. Mead.

"Industry Trains Its Leaders for Tomorrow," by H. Stephenson. *Nation's Business*, January 1941, pp. 24-26. "Efforts of some 500 industrial firms to help American youths find themselves constitute a real youth movement which disproves the modern complaint that frontiers are closed."

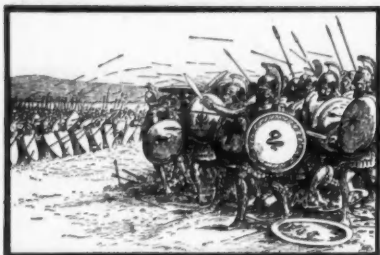
"American Youth Speaks Up," by George Gallup. *Reader's Digest*, October 1940, pp. 51-54. The opinions of youth on questions of the day.

"This Pre-War Generation," by M. J. Adler. *Harpers*, October 1940, pp. 524-534. Sharp comments on the attitudes of young people.



**A** LONG the road to Athens, a week ago, small British-Greek forces fought bitterly to hold back advancing Germans until the main Allied armies could retreat to places of safety. Most of the action was at Thermopylae, and it ended when the Germans broke through down the line and threatened to cut off the defenders. Thus history has repeated itself, for it was there, in 480 B.C., that 5,200 Greeks took up positions in a narrow mountain pass to stop the invading Persian hordes of Xerxes. This, one of the greatest battles in history, was described by the Greek historian, Herodotus:

For the space of four days the king (Xerxes) waited, ever expecting that the Greeks would take to flight; but on the fifth, seeing them not withdrawing and deeming that their remaining there was but shamelessness and folly, he was angered and sent the Medes and Cissians against them, bidding them to take



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the Greeks alive and bring them into his presence. The Medes bore down on the Greeks and charged them; many fell, but others attacked in turn; and though they suffered grievous defeat yet they were not driven off. But they made it plain to all and chiefly to the king himself that for all their number of human creatures there were few men among them. This battle lasted all day.

And so it went on the next day, and the next. The Greeks held firm and the Persians died like flies. Finally, Xerxes found a Greek traitor who pointed out a secret trail over the mountains, and the Persians began to advance over it by night. When the Greek leaders heard of this, they held a long conference. At its conclusion, most of them withdrew, leaving 300 Spartans under their king, Leonidas, and a few other detachments to cover their retreat:

"Xerxes, having at sunrise offered libations, waited until about the hour of marketing and then made his assault. . . . Many of his foreign troops were slain, for their captains . . . drove all the men forward with lashes. Many were thrust into the sea and there drowned, and more by far were trodden down bodily by each other, none regarding who it was that perished; for inasmuch as the Greeks knew that they must die by the hands of those who came around the mountains, they fought and put forth the very utmost of their strength.

Completely cut off, the Spartans fought with spears, then swords, then with fists and teeth. And so they died. Thermopylae today has so filled in with silt that it is more a plain than a pass. But there is still a stone with an inscription—

Stranger, go and to the Spartans tell  
That here, obedient to their commands, we  
fell.

### Germ Detectives

Every American town and city with a population of 5,000 or more should be guarded by a force of sanitary police, in



the opinion of the United States Public Health Service. How these germ detectives would work is told in an article which appears in the May *Hygeia*. In a city which established such a corps, according to the article, the sanitary police "would inspect all eating and drinking places and rate them at regular intervals with a score sheet. Those that merit a certain high score would

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be given an approval card to display to their patrons." The article continues:

This novel idea is part of a national standard for cleanliness and purity in all restaurants and drugstores, and the federal health specialists urge all communities to adopt it.

The plan is of tremendous interest and importance to every one of us for it means, in the long run, improved health for the entire nation. Many cities have almost completely ignored the public health problems in eating establishments, especially from the standpoint of germ-proof plates, silverware, drinking glasses, and cooking utensils and disease-free food handlers. However, all these items of sanitation have a real public health significance and are about the same in all towns and cities.

There's no force involved. The plan permits each eating place to bring itself up to standard. No restaurant wants to wear the public label of "unclean." The "sanitary police" inspector carries a bag filled with regular equipment, including a thermometer to test dishwater temperature, and a swab for taking a bacteria count of glasses and dishes. He inspects for cleanliness, ventilation, refrigeration, odors, and garbage.

The new plan is well past the experimental stage. Indeed, as a test, several cities have been trying out the sanitary police idea for some months, notably Allentown, Pennsylvania, and Baltimore, Maryland. The results are gratifying and these two cities and others in New England have already adopted the plan as a regular procedure.

### Ladies in Waiting

We hear a good deal about one lady who spends her time at the White House, when she is not traveling about the country on countless missions of one kind or another. We do not hear nearly so much about three other ladies who help make the White House wheels go round and otherwise give the woman's touch to the country's best known residence. Dorothy Lucas tells about these other ladies in the current issue of the magazine *Who*.

First there is Miss Marguerite LeHand, also known as "Missy":

Missy is the spirited one. She has bright and prominent blue eyes beneath a mass of beautifully coiffured white hair, a wide and ready smile, a flair for smart clothes. She works in a spacious room adjoining the President's office in the executive wing of the White House, lunching at her desk most of the time, joining Mrs. Roosevelt and her two secretaries occasionally. . . . Her job is to handle the President's appointments and mail. . . . The first job Missy ever had was with the United States Shipping Board. A friend introduced her to Mr. Roosevelt as a likely candidate for his office staff in the unsuccessful 1920 campaign for the vice-presidency. Missy worked through the campaign and did so well that Mr. Roosevelt hired her as his personal secretary when it was over.

The second lady in waiting is Malvina Thompson, Mrs. Roosevelt's personal secretary:

Miss Thompson has worked with Mrs. Roosevelt for 19 years. . . . (She) is serious of visage, straight-shouldered, methodical in her emotions. . . . Sorting and routing of the 800 letters a day Mrs. Roosevelt now is receiving falls to Tommy. She has a staff of 18 typists, file clerks, messengers. . . . Tommy accompanies the First Lady on most of her journeys. They work as they go.

The last of the ladies in waiting is Mrs. Helm, who is in charge of social functions:

She furnishes Mrs. Roosevelt with the lists for all functions, keeps her up to date on what is scheduled, reminds her at the last minute who are to be her nearest neighbors at entertainments and dinners. Her staff consists of six regular stenographers, messengers, and expert penmen who address all White House invitations in that beautiful script so much admired by recipients of the envelopes, which are still delivered by hand.

### Aiding Free France

The task of selecting and training 20 ambulance drivers to work with General de Gaulle in French Equatorial Africa has recently been completed in New York

and the men with their cars and equipment are now en route to aid Free France on the dark continent. In response to the French general's appeal of last November the British American Ambulance Corps undertook the work. The men are American volunteers. Some 700 men from 47 states tried to join the unit, although the call was made for only 200, reports Daniel Lang in the April 26 issue of the *New Yorker*.

Contrary to stated requirements the expedition includes men from 19 to 36 years of age, few of whom were versed in mechanics or the French language before they began training. They were instructed by professors of Columbia University and a mechanic of General Motors. The Red Cross taught them first aid, and Dr. James L. Clark lectured them on tropical hygiene. He told them that the frosty nights would plague them more than the scorching sun, and spoke of scorpions, tsetse flies, cholera, and the wiles of the natives.

All the volunteers have a sincere sympathy for the French cause, but the writer suggests that the spirit of adventure also had something to do with the eagerness to enlist. Many of the men are college undergraduates. One of the party, Mike Clark, is the son of Freda Kirchwey, who publishes *The Nation* magazine. Mr. Lang writes:

He was very definite about why he had enlisted. "I'm going to help the Free French forces in Africa," he said earnestly, "because I realize that unless England wins, the social revolution which can destroy fascism in Europe will be an impossibility." When I asked him if there were any other reasons for his leaving Harvard, the earnest expression on his face changed to a boyish smile. "I'm restless," he answered.

### "Coolie Democracy"

Bargaining is an ancient and honorable practice in China. No villager would ever think of completing a trade until he is entirely satisfied that further haggling would be futile. A novel interpretation of this widespread custom is offered by Herymon Maurer in the May number of *Asia*. Contending that when the Chinese bargain, they are merely giving expression to their sense of independence and personal freedom, Mr. Maurer writes:

Bargain a while with a rickshaw puller, and you will see what independence means. In Szechwan (province) no puller, no matter how poor he may be, will agree to a price that is not generally recognized as proper. . . . It is in bargaining that daily assertion of independence is made: independence not only of the seller but of the purchaser. Neither has the slightest edge; and, when final agreement is reached, each feels that the price is his price, not a price settled by intangible supply-demand forces, but a price made to order (and thus of a nature close to the Chinese heart, which abhors ready-to-use goods) in an atmosphere of enjoyable though noisy sociability.

Rob a Chinese of the right to bargain, and you not only trouble his spirit but you corrupt his integrity. You have robbed him of the freest of the world's markets. And indeed theft of this sort has been committed in the port cities and in the foreign concessions of China. The foreigners, who think of democracy as essentially political, and whose acquaintance with economic democracy is limited to certain notions reminiscent of Adam Smith, see nothing but generosity in a system of fixed prices and dictated wages which gives their workers more than they would otherwise receive. The Chinese, on the other hand, most of whom probably know nothing of democracy in the abstract but cannot conceive of anything but democracy in the small details of everyday life, see only that they are being regimented and conclude that they are being robbed as well.

### Discovering America

"It is commonly assumed that the discovery of America is over and done with, and that no one need or could emulate Columbus," writes Dr. John Murray in the latest issue of *Contemporary Review*, a British monthly, to reach these shores. But it is a misleading assumption. Europeans in general have very hazy ideas of

America, he continues, and the British are hardly any better than the rest. Say America to some Englishmen and they will say automatically, "Land of the Almighty Dollar." The idea of most is a hazy combination of New York, Hollywood, and Washington.

Dr. Murray's article was not written for American consumption but to give British readers a better idea of what we are like. For that reason it is of more than usual interest. What are average Americans like



in British eyes? The average is not the New Yorker, the citizen from Hollywood or Washington, nor the tourist who poked about Europe before the war:

The Americans at home, in the experience of one traveler at least, are among the most modest, obliging, courteous, and gentle-spoken of men and women. Judged by our standards they can be modest to a fault; a curious evasive caution marks them at times in talk and action, and they surprise the visitor by their instinctive shirking or ignoring of responsibilities that are not wholly and directly their own. All this is perfectly compatible with a friendly bearing and smiles for the stranger, and a stream of talk. The stream, most likely, is a screen. With innumerable Americans the harking back to the frontiersman's mood of smiling on any and trusting few, of standing in no man's light or way, of provoking none, and of concerning himself strictly with what concerns him, is natural and to this day, apparently, inevitable.

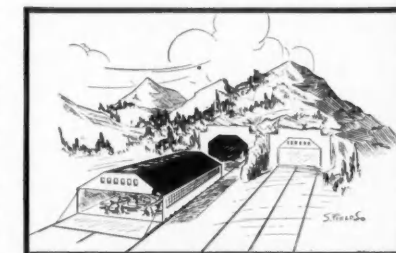
This is an interesting analysis of the character of the average American in several respects, the most striking of them probably being that, with the exception of the last sentence, it approximates very closely what several American writers have said about the average Englishman.

### In Brief

Owners of the nation's 3,000,000 racing pigeons anticipate that some of their birds will be taken for training and service in the Army Signal Corps. About 50,000 fanciers are preparing to register their birds with the Department of War.

\* \* \*

A Swiss armament designer is reported to have invented an airplane factory on wheels. Built on tracks which lead into a mountain tunnel, the factory stays out in the open, for the benefits of fresh air and sunshine, as long as no enemy bombers appear. During an air raid, however, the



factory rolls on electric-powered wheels into its cavern, the open side of which can be protected by armor. Provisions are made for light and ventilation and for quick power and water connections.

### Information Test Answers

#### European History

1. (b) France. 2. Napoleon Bonaparte. 3. (a) Switzerland. 4. (d) Victoria. 5. (c) Austria. 6. (a) Nicholas II. 7. (c) to satirize the society of his day.

#### Geography

1. (a) Azores. 2. (c) Port au Prince. 3. (b) Greece. 4. (d) Libya. 5. (c) Spain. 6. (a) Hawaii. 7. (c) Iran (Persia).

**PRONUNCIATIONS:** Abdullah (ahb-dool-lah'), Bahrain (bah-rane'), Basra (bus'rah'), Feisal (fi'sal-i as in ice), Haifa (hi'fah-i as in ice), Ibn Saud (i'bn sah-ood'), Ismet Inonu (ees'met ee-noe'noo'), Jaffa (yah'fah'), Kuwait (koo'wite), Port Said (sah-ee'd'), Tel Aviv (tel' ah-veev').